

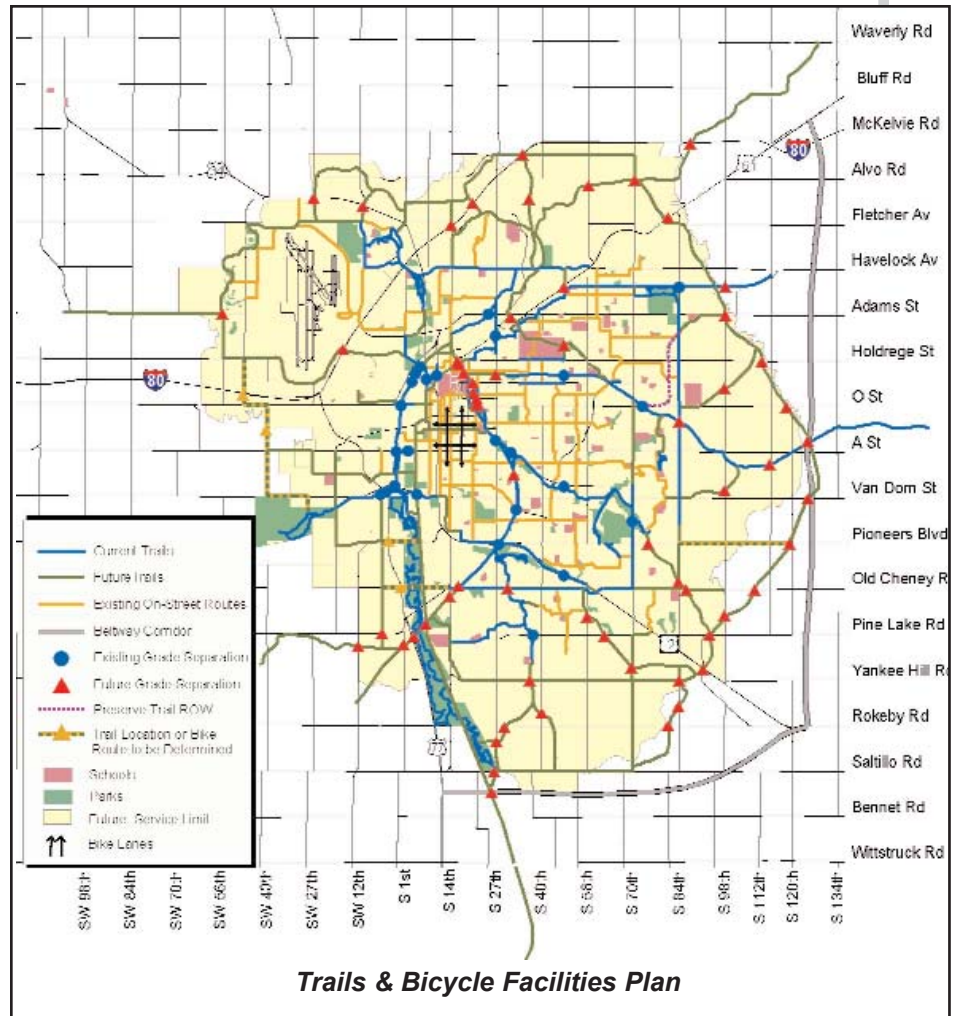
BICYCLE AND TRAILS STANDARDS FOR DEVELOPING AREAS

Bicycle and trails standards should be prepared for public and private developments. These standards should consider existing and future activity centers. The standards should be realistic and easy to understand. Checklists may be used to implement the standards.

Bicycle and trails standards should identify key destinations, and plan for bicycle and trails facilities to and from these locations. Key destinations include schools, parks, trails, and activity centers.

Strategies: Bicycle and Trails Standards for Developing Areas

- Develop minimum bicycle and trail standards for all new roadways and reconstruction of existing roadways.
- Encourage minimum bicycle and trail standards for private developments to provide bicycle and trails facilities connecting key destinations such as schools, parks, and activity centers.
- Select and implement a near term bicycle facilities demonstration project embracing best engineering practices, bicycle design standards, and minimum Federal guidelines.
- Explore opportunities to develop trails within rail corridors proposed to be abandoned as an interim transportation use.
- Explore opportunities to combine trails within active rail corridors where linkages are needed, and rail traffic volume is low.



- Develop an interconnected system of trails that utilizes drainage channels and greenway corridors when feasible. Trail routes adjoining major streets should only be considered in establishing trail connections over ridgelines between drainage basins.
- Consider the location and alignment of trails in reviewing development applications. Request that the platform for trails be graded in conjunction with the associated development.
- Grade separated crossings are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.

BICYCLE AND TRAILS FACILITIES COORDINATION

The City should clearly identify the organizational responsibility for bicycle and trails facility planning, design, engineering, and implementation. This should include responsibility for reviewing and developing bicycle and trails facilities policies and standards for public and private developments, addressing bicycle and trail improvements needs, developing and updating the Bicycle and Trails Facilities Plan Map, applying for state and federal grants, and prioritizing improvements.

Strategies: Bicycle and Trails Facilities Coordination

- Identify the City agency (or agencies) responsible for coordinating each aspect of the Bicycle and Trails Facilities Plan.

LANCASTER COUNTY BIKEWAYS

The community should seek to expand bicycling opportunities throughout all of Lancaster County.

Strategies: Lancaster County Bikeways

- Identify potential bicycle corridors in rural areas of the County based upon existing and planned activity centers and land uses.
- Identify corridors linking County bikeways to existing and planned City bicycle facilities.
- Explore opportunities for widening the shoulders of County roads adjacent to the City of Lincoln. This should occur when reconstruction or resurfacing of the road is planned. Safety should be a primary consideration.

BICYCLE AMENITIES

A major element of the overall bicycle plan is the provision for adequate bicycle facilities as part of the built environment. For example, while parking for cars is routinely planned for, rarely is there a place where the bicyclists can lock or store their bicycle. These facilities can be public facilities or part of private development. In addition to basic bicycle locking and storage facilities, many communities and larger mixed-use centers provide basic shower facilities for commuter bicyclists.

Bicycle amenities should be considered during the planning of public and private developments.

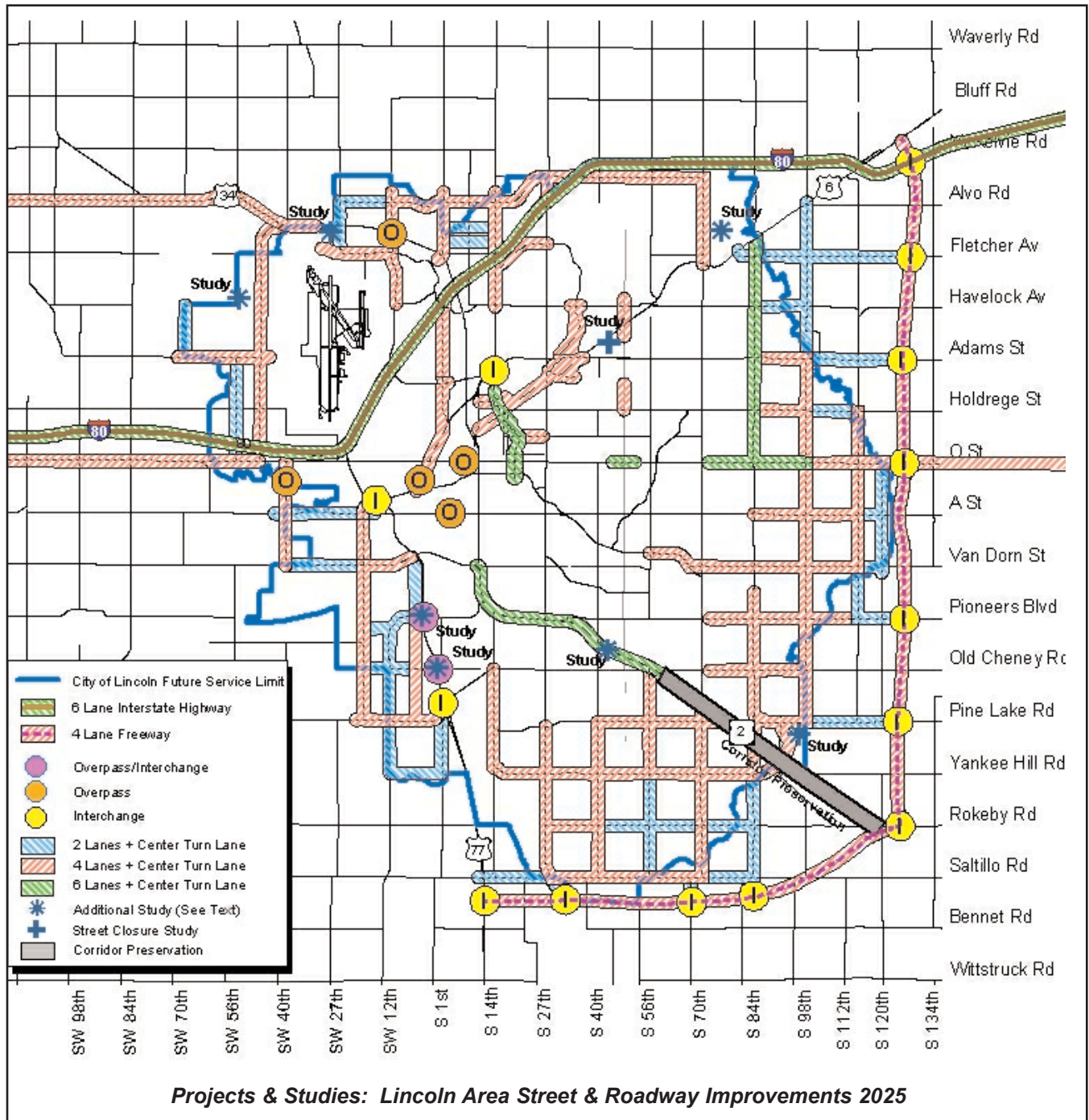
Strategies: Bicycle Amenities

- Develop bicycle rack and storage requirements for new developments. Requirements should address design, location, and number. Requiring locker facilities in major developments should be considered.
- Provide functional bicycle racks and storage facilities in all major destination areas.
- Explore opportunities for trail head facilities for heavily used trails.



BICYCLE EDUCATION AND ENFORCEMENT

The potential environmental, health, and traffic reduction benefits of bicycles should be promoted. Enforcing the vehicular code for both bicycles and motorists should also be pursued.



C. Collector Streets: These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate to low traffic volumes are characteristic of these streets.

D. Local Streets: These are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility and generally exhibit the lowest traffic volumes.

URBAN AREA STREET SYSTEM

The long range program for improving the urban area street system is detailed below. This effort involves numerous projects and studies taking many years and costing millions of dollars to complete. Close planning and coordination among various Federal, State and local government agencies and departments will be needed. The planned future urban area street system is presented within the following elements:

- Federal and State Improvements
- South and East Beltway
- Antelope Valley Roadway Project
- “Two Plus Center Turn Lane” Program
- Additional Urban Area System Improvements
- Proposed Studies
- Highway 2 Corridor Preservation
- Right of Way Considerations

FEDERAL AND STATE IMPROVEMENTS

During the planning period, improvements are planned for Interstate 80 and many of the existing Nebraska State Highways in Lincoln and Lancaster County. These improvements can generally be categorized as the widening of roadways or construction of interchanges. All of the projects listed below are considered to have funds committed to their construction during the planning period:

Interstate Hwy 80	6 lanes
US-34, East, 84 th Street to county line	4 lanes + turn lanes
US-34, West, city limits west to county line	4 lanes + turn lanes
US-6, West, city limits west to Emerald	4 lanes + turn lanes
US-6 (Sun Valley Blvd.), “O” Street to Cornhusker Hwy.	4 lanes + turn lanes
West “O” St., N.W. 48 th St. to N.W. 56 th St.	4 lanes + turn lanes
US-77 and West Capital Parkway Interchange	Interchange
US-77 and Warlick Blvd. Interchange	Interchange

The Interstate 80 project is part of the Nebraska Department of Roads’ intent to ultimately widen this facility to six lanes from Omaha on the east to Grand Island on the west. This widening will include reconstructing several interchanges and overpasses as the Interstate passes through Lancaster County. This project could also involve the relocation of certain interchanges and the possible elimination of existing overpasses.

The Nebraska Department of Roads is presently studying portions of State Highway 77 as it passes through Lincoln. This study will give consideration to upgrading the facility to freeway status from its present classification as an expressway. This upgrade would require eliminating existing at-grade intersections. These intersections could be replaced with interchanges, overpasses or underpasses, or the road connection could be eliminated all together and no crossing provided.

SOUTH AND EAST BELTWAYS

The South and East Beltways are essential components of a regional transportation network. They will aid in moving car and truck traffic around and through congested urban areas, thus reducing travel delays and improving traffic

ADDITIONAL URBAN AREA SYSTEM IMPROVEMENTS

In addition to those projects described above, numerous other streets and roadway projects are identified for construction or programming during the 25 year planning period.

These projects will generally be the responsibility of the City of Lincoln, although participation from other governmental entities will occur.

These include a wide range of projects for which the City has already committed funds, as well as longer term projects that do not have specifically earmarked funding.

Committed Projects

Fletcher Avenue, Cornhusker Hwy (US-6) to 84 th Street	2 lanes + turn lanes
N. 66 th St, "O" St to "Q" St, part of 'O' St. Project	4 lanes + turn lanes
South 84 th Street, Montello Rd. to Amber Hill Rd.	4 lanes + turn lanes
Pioneers Blvd., 70 th Street to 84 th Street	4 lanes + turn lanes
Old Cheney Road, 70 th St. to 84 th Street	4 lanes + turn lanes
Pine Lake Road, 40 th Street to Nebraska Hwy 2	4 lanes + turn lanes
Pine Lake Road, 84 th Street to 91 st St. to 98 th Street	4 lanes + turn lanes
South 91 st Street, Pine Lake Rd. to Nebraska Hwy 2	4 lanes + turn lanes
South 56 th Street, Old Cheney Rd. to Pine Lake Rd.	4 lanes + turn lanes
South 40 th Street, Pine Lake Rd. to Eagle Ridge Rd.	4 lanes + turn lanes
South 27 th Street, San Mateo Ln. to Yankee Hill Rd.	4 lanes + turn lanes
South 14 th Street, Old Cheney Rd. to Pine Lake Rd.	4 lanes + turn lanes
West Fletcher Ave., NW 12 th Street to NW 31 st Street	4 lanes + turn lanes
NW 27 th Street, West Fletcher Ave. to US-34 Interchange	2 lanes + turn lanes
North 10 th St., Sun Valley Blvd. To Military Rd.	4 lanes + turn lanes
Vine Street, 21 st Street to 26 th Street	4 lanes + turn lanes
Highway 77 and Capitol Parkway West	Interchange
"A" Street and 3 rd Street Overpass	Railroad Overpass
"O" Street, 3 rd Street to 9 th Street, Harris Overpass	Railroad Overpass
South 14 th St./Warlick Blvd./Old Cheney Road	Intersection

Proposed Projects

North 84 th Street, US-6 to "O" Street	6 lanes + turn lanes
North 98 th Street, US-6 to Adams Street	2 lanes + turn lanes
Fletcher Ave., 84 th Street to East Beltway	2 lanes + turn lanes
Havelock Ave., 84 th Street to 98 th Street	2 lanes + turn lanes
Adams Street, 84 th Street to 98 th Street	4 lanes + turn lanes
Adams Street, 98 th Street to East Beltway	2 lanes + turn lanes
98 th Street, Adams Street to Pine Lake Road	4 lanes + turn lanes
112 th Street, Holdrege to Van Dorn Street	4 lanes + turn lanes
112 th Street, Van Dorn Street to Pioneer Blvd	2 lanes + turn lanes
120 th Street, "O" Street to Van Dorn Street	2 lanes + turn lanes
Holdrege Street, 84 th Street to 98 th Street	4 lanes + turn lanes
Holdrege Street, 98 th Street to 112 th Street	2 lanes + turn lanes
"O" Street, 72 nd Street to 98 th Street	6 lanes + turn lanes

"A" Street, 84 th Street to 112 th Street	4 lanes + turn lanes
"A" Street, 112 th Street to 120 th Street	2 lanes + turn lanes
Normal Blvd., 56 th Street to Van Dorn Street	4 lanes + turn lanes
Van Dorn Street, Normal Blvd. to 80 th Street	4 lanes + turn lanes
Van Dorn Street, 84 th Street to 112 th Street	4 lanes + turn lanes
Van Dorn Street, 112 th Street to 120 th Street	2 lanes + turn lanes
Pioneers Blvd., 84 th Street to 112 th Street	4 lanes + turn lanes
Pioneers Blvd., 112 th Street to East Beltway	2 lanes + turn lanes
Old Cheney Road, 84 th Street to 98 th Street	4 lanes + turn lanes
Pine Lake Road, 98 th Street to East Beltway	2 lanes + turn lanes
Yankee Hill Road, South 14 th Street to Nebraska Hwy 2	4 lanes + turn lanes
South 84 th Street, Amber Hill Rd. to Yankee Hill Rd.	4 lanes + turn lanes
South 84 th Street, Yankee Hill Rd. to South Beltway	2 lanes + turn lanes
South 70 th Street, Pine Lake Rd. to South Beltway	4 lanes + turn lanes
South 56 th Street, Pine Lake Rd. to Yankee Hill Rd.	4 lanes + turn lanes
South 56 th Street, Yankee Hill Rd. to Saltillo Rd.	2 lanes + turn lanes
South 40 th Street, San Metro Lane to Saltillo Rd.	4 lanes + turn lanes
South 27 th Street, Yankee Hill Rd. to South Beltway	4 lanes + turn lanes
Rokeby Hill Road, 27 th Street to 40 th Street	4 lanes + turn lanes
Rokeby Hill Road, 40 th Street to 84 th Street	2 lanes + turn lanes
Saltillo Road, 70 th Street to 84 th Street	2 lanes + turn lanes
Saltillo Road, 27 th Street to 70 th Street	4 lanes + turn lanes
Saltillo Road, US-77 to 27 th Street	2 lanes + turn lanes
Yankee Hill Road, 1 st Street to SW 12 th Street	2 lanes + turn lanes
South 14 th Street, Garrett Ln., to Yankee Hill Road	4 lanes + turn lanes
South 1 st Street, West Denton Rd. to Yankee Hill Rd.	2 lanes + turn lanes
West Denton Road, US-77 to Coddington Rd.	4 lanes + turn lanes
Coddington Road, US-77 to West Denton Rd.	4 lanes + turn lanes
SW 12 th Street, Yankee Hill Rd. to Pioneers Blvd.	2 lanes + turn lanes
Folsom Road, Pioneers Blvd. to West Denton Rd.	4 lanes + turn lanes
Old Cheney Road, SW 12 th Street to Coddington Rd.	2 lanes + turn lanes
Old Cheney Road, Highway 77 to S.W. 12 th St.	2 lanes + turn lanes
West Pioneer Blvd., US-77 to Coddington Rd.	2 lanes + turn lanes
Folsom Road, Van Dorn Street to Pioneers Blvd.	2 lanes + turn lanes
West Van Dorn, Coddington Ave to SW 40 th St.	2 lanes + turn lanes
West Van Dorn, US-77 to Coddington Ave.	4 lanes + turn lanes
Nebraska Hwy 2, Van Dorn Street to 40 th Street	6 lanes + turn lanes
SW 40 th Street, Van Dorn Street to "O" Street	4 lanes /Overpass
West "A" Street, SW 40 th Street to Coddington Rd.	2 lanes + turn lanes
Hobson Yard Overpass, "O" St to W. Capital Pkwy	4 lanes/Overpass
NW 48 th Street, West "O" Street to US-34	4 lanes + turn lanes
NW 56 th Street, West "O" Street to West Adams Street	2 lanes + turn lanes
West Adams Street, NW 70 th Street to NW 48 th Street	4 lanes + turn lanes
North 1 st Street, Cornhusker Hwy to Superior Street	4 lanes + turn lanes
North 14 th Street, Superior Street. to Alvo Rd.	4 lanes + turn lanes
North 48 th Street, Holdrege Street to Leighton Ave.	4 lanes + turn lanes
North 48 th Street, Fremont Street to Doris Bair Rd.	4 lanes + turn lanes
NW 12 th Street, Highlands Blvd. to Alvo Rd.	4 lanes + turn lanes
Fletcher Ave., N. 14 th St. to N. 27 th St.	4 lanes + turn lanes
West Fletcher Ave., N.W. 27 th St. to N.W. 31 st St.	2 lanes + turn lanes

Alvo Road, NW 27 th Street to NW 12 th Street	2 lanes + turn lanes
Alvo Road, NW 12 th Street to Arbor Rd.	4 lanes + turn lanes
North 1 st Street, US-34 to Alvo Rd.	4 lanes + turn lanes
Humphrey Ave., N. 1 st St to N. 14 th St	2 lanes + turn lanes
Pennsylvania, N 1st to N 14th Street	2 lanes + turn lanes
Arbor Rd., Alvo Rd. to North 84 th Street	4 lanes + turn lanes
North 70 th Street, US-6 to Arbor Rd.	4 lanes + turn lanes
North 84 th Street, Arbor Rd. to US-6	4 lanes + turn lanes
US-34 and NW 12 th Street Overpass	Overpass
Cornhusker Hwy and North 14 th Street Interchange	Interchange
NW 70 th Street, W Adams to W Superior	2 lanes + turn lanes

PROPOSED STUDIES

The following areas are designated for study to determine if any facility improvements or road closings will be planned for these locations:

- Old Cheney Rd. and US-77: Overpass/Interchange Study
- US-77 and Pioneers Blvd.: Overpass/Interchange Study
- Wild Rose Lane Study
- North 44th at BNSFRR Closure
- Community-Wide Mobility Review of those groups whose transportation and mobility needs are not being met today. Early in the planning effort, groups comprising this portion of Lincoln and Lancaster County's population should be identified, including unique transportation and mobility characteristics. The study should consider at a minimum alternative approaches for providing transportation services to these groups, level of service characteristics and funding options. The study is to be completed within approximately two years from the adoption of this Plan.
- Beltways and Fringe Arterials - Explore options for promoting the maximum utilization by local traffic of the west, south, and east beltways, Interstate 80, and major urban fringe arterials in order to minimize the impact of future traffic growth on existing interior roadways.
- There should be a community-wide review identifying near- and long-term multi-modal transportation and mobility opportunities for Lincoln and Lancaster County. The study should consider alternative approaches to providing personal transportation services, possible characteristics of service levels, and funding options best serving our community objectives. The study should be completed within approximately two years of the adoption of this Plan.
- North 84th Street and Cornhusker Highway Study
- Roadway alternatives for connecting NW 70th and NW 48th Streets in the general location of West Superior Street
- Highway 2 Corridor Study from 9th Street to 66th Street
- 98th Street and Highway 2 Area Study

NEBRASKA HIGHWAY 2 CORRIDOR PRESERVATION

Nebraska Highway 2 is a major existing link on the urban street network. This diagonal roadway carries significant traffic volumes today and is projected to remain as the busiest thoroughfare along the city's southern tier.

As an existing State Highway, the public right-of-way along this corridor as it runs through Lincoln varies widely — from roughly 150 feet in width, up to nearly 350 feet. The Long Range Transportation Plan calls for widening Nebraska Highway 2 from four to six through lanes for an area from approximately Van Dorn Street on the west, through the intersection of South 56th /Old Cheney Road on the east.

Though no projects are shown in the Plan for the area, the existing corridor along Nebraska Highway 2 from about

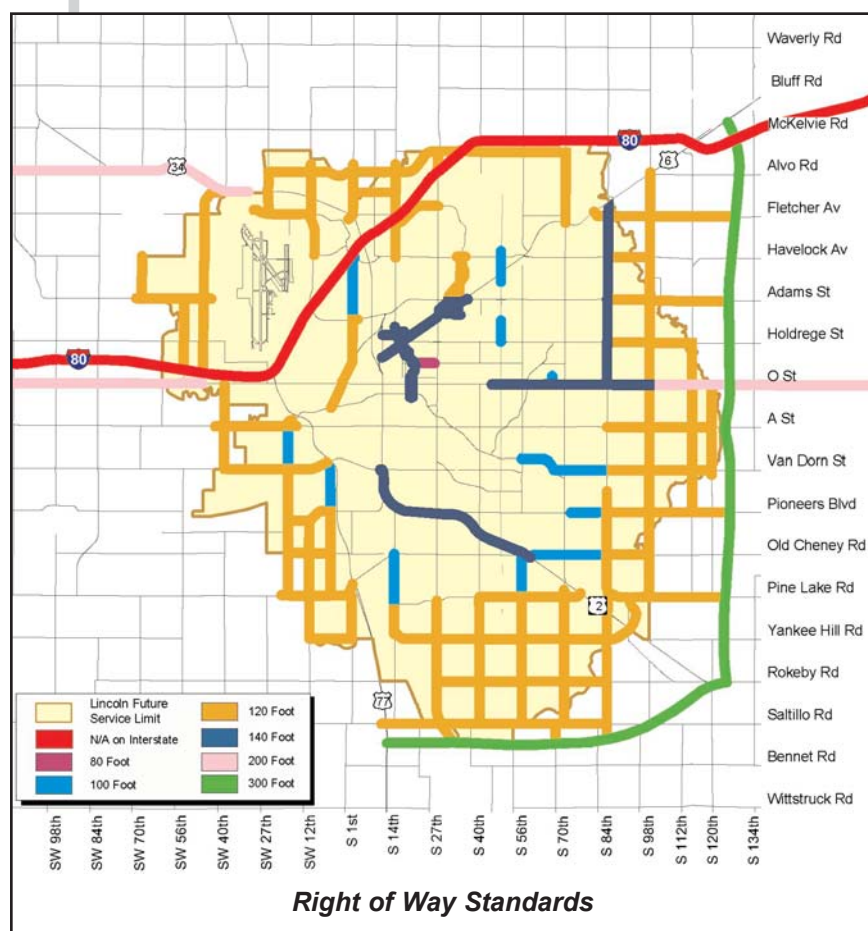
South 56th /Old Cheney Road to, and through, the location of the future South and East Beltway interchange on Highway 2 should be protected and preserved. The roadway within the corridor could be further improved or the corridor could serve as a multi-modal or multi-use area in the future.

Corridor preservation should include retention of all property within the State's present right of way area, denial of any additional access points to the roadway, elimination of existing access points should such opportunities arise, and the acquisition of additional right of way should it become available.

Serious conflicts currently exist between local commuter traffic and highway truck traffic. The South Beltway, when completed, will become the official truck route instead of Highway 2. This will present the opportunity to shift "through" highway truck traffic off Highway 2. When the South Beltway is opened, policies should be implemented to deter through truck traffic, preserve the right-of-way corridor, and facilitate local traffic use on Highway 2.

RIGHT-OF-WAY CONSIDERATIONS

Right-of-Way (ROW) widths for projects on the Year 2025 Street and Highway Improvements Plan are displayed on the Right-of-Way Standards Map. For existing and future arterial street projects appearing on this map, the right-of-way is generally 120 ft. in width for "2 Lanes + Center Turn Lane" (2+1) and "4 Lanes + Center Turn Lane" (4+1) projects, and 140 ft. in width for "6 Lanes + Center Turn Lane" (6+1) projects.

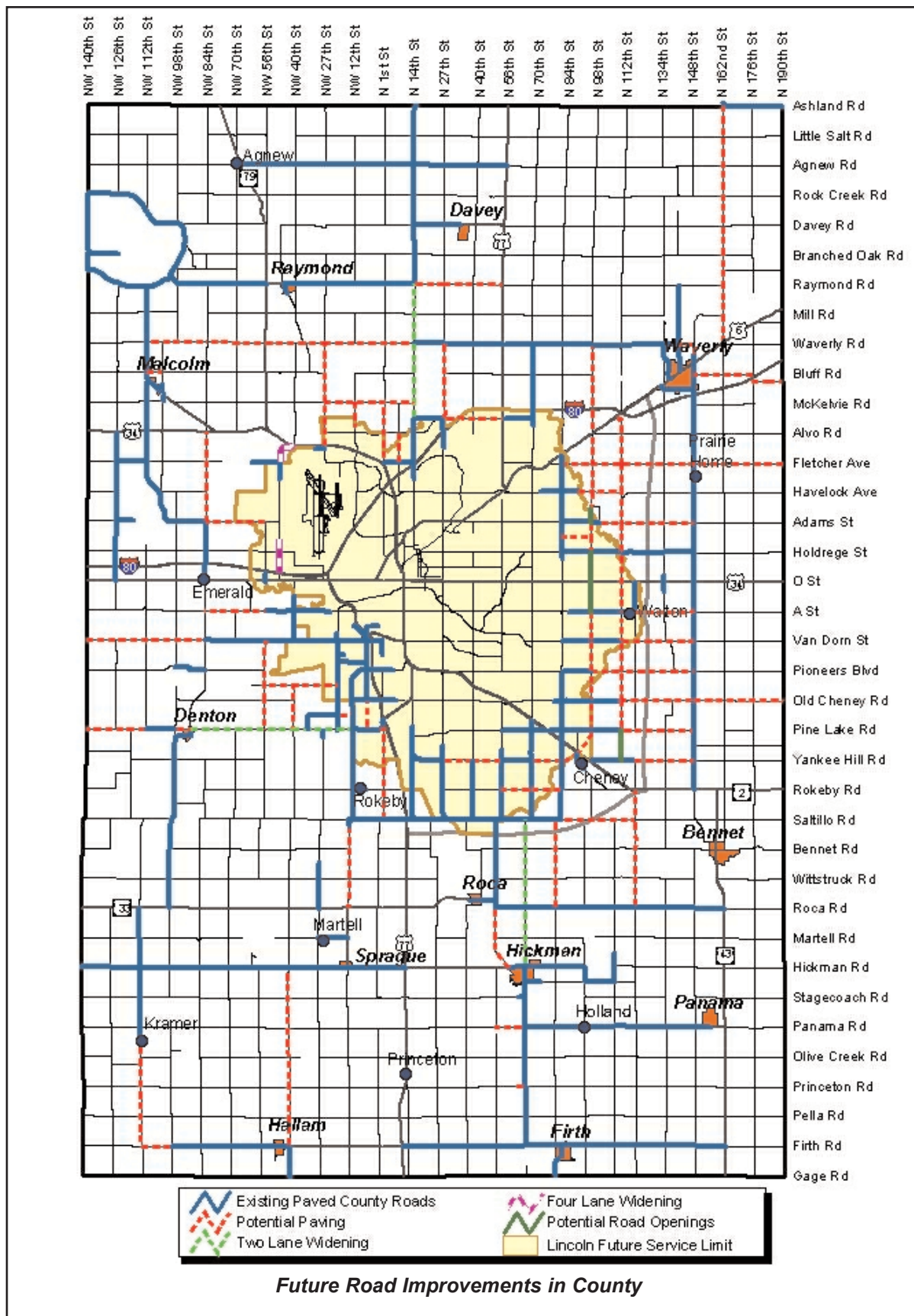


Projects occurring at the intersection of two arterial streets will warrant the further dedication of public right-of-way up to 130 ft. in width for the "2+1 at 120 ft. of ROW" and "4+1 at 120 ft. of ROW" projects, and 150 ft. in width for the "6+1 at 140 ft. of ROW" projects, for a distance extending two blocks from the centerline (approximately 700 ft.) of the intersection. The length of the intersection improvement should consider the existing and proposed land uses in the general area, traffic studies, and other pertinent information. Signalized intersections occurring along an arterial but not crossing another arterial may also fall under these ROW standards. The standard applies when land uses or other factors demonstrate the need for a wider right-of-way at the location.

Within Lincoln's future growth Tiers I and II, a public right-of-way (ROW) width of 120 ft. for any potential future arterial street is considered the desired standard for this Plan. This is assumed to include — but is not necessarily limited to — existing section

and half-section line roads in these future growth Tiers. Any ROW obtained to extend or otherwise complete the section line road system in the future growth area should also be done at this desired standard.

There are instances — mostly but not always in newer areas — where trails are to be placed along an arterial street. This may occur in order to provide trail connections and to allow safe trail crossings at arterial streets. When a future trail or bike lane is designated along an arterial roadway then the corridor should be expanded by six addition-



FINANCIAL ANALYSIS

Financing sources for current and planned roads and streets are chronically inadequate.

Federal transportation planning regulations call for Long Range Transportation Plans to, “include a financial plan that demonstrates the consistency of proposed transportation investments...with already available and projected sources of revenues.”

This standard – some times referred to as the “fiscal constraint requirement” – ensures a balance between the costs of proposed transportation projects in the long range plan with likely funding sources. This standard minimizes the potential for infrastructure programs being adopted that are not likely to be implemented.

City of Lincoln Streets Plan Project Funding Through Year 2025 *Expressed in Millions of Dollars*

	<u>Projected Revenues</u>	<u>Millions of Dollars</u>
1	City Road Funds # (1.5 percent annual increase assumed)	\$685.0
2	Federal Highway Funds ## (no growth increase assumed)	100.0
3	Other State/Federal Aid ### (no growth increase assumed)	265.0
4	Other Funds ### (RTSD, Assessments) (no growth increase assumed)	<u>50.0</u>
	<i>Projected Total All Funds</i>	<i>\$1,100.0</i>
	<u>Projected Expenditures</u>	
5	Maintenance Activity*	\$190.0
6	Resurfacing/Rehabilitation** (Seven percent increase every 5 th year)	210.0
7	City/Fed/State Share of Major Projects***	<u>1,082.4</u>
	<i>Projected Total Expenditures</i>	<i>\$1,482.4</i>

Includes city wheel tax and city share of State Highway Allocation Funds. Does not include general funds.

City's share of Transportation Act.

Applied for funds.

* Includes street sweeping, snow removal, patching and other maintenance.

** Includes resurfacing, minor widening, and signals.

*** Includes construction, preliminary engineering, minor right-of-way acquisition, emergency, and safety activities. Involves use of City Wheel Tax, City Share of State Highway Allocation Funds, Federal Highway Funds, Railroad Transportation Safety District (RTSD) funds, and Other State/Federal Aid Funds. No project cost inflation is assumed. Funding for State projects is not included. Assumes 100 percent local funding for Antelope Valley Project. A 20 percent local funding and 80 Federal/State funding split would be anticipated for the South and East Beltways, Capitol Parkway West and Highway 77, and Sun Valley Boulevard from West O to Cornhusker.

As part of this comprehensive planning process, the Lincoln Public Works and Utilities Department completed a detailed review of the financial requirements needed to undertake the City's road improvements. These figures show a projected twenty-five year revenue stream of approximately \$1,100 million. The companion figure for the cost portion of the Plan is around \$1,482 million. While there is projected imbalance of around \$382 million over the entire planning period, it is expected that this difference will be accounted for through a combination of financing and capital improvement programming options.

These options involve a number of additional revenue sources (including local street impact fees currently being pursued by the City but as yet unapproved, and discretionary Federal and State funds likely requiring the submittal of project specific requests) and the staging of improvements allowing for the incremental construction of road improvements. The combination of these factors is projected to allow for the eventual construction of the roadway program as shown in this Plan.

AIRPORTS AND AIRFIELDS

The Lincoln Municipal Airport is the principal airport facility serving the Lincoln Metropolitan Area and Lancaster County. It is operated by the Lincoln Airport Authority. This facility provides a wide range of services and provides essential transportation links to national and international markets. The Airport is located in the northwest part of the City of Lincoln with surface access provided by Interstate and State highways. In the transportation planning process, the ground transportation issues were evaluated. The Plan will continue to provide for a high level of access to the Airport terminal and associated facilities.

The City of Lincoln's Airport Environs Noise District and Airport Zoning Regulations have been established to ensure the balance between the airport operations and the surrounding land uses. The regulations govern uses and structural characteristics compatible with the airport's operations and minimize negative impacts on surrounding residents. The Airport noise exposure and land use study on the compatibility of airport noise and land uses was completed in September, 2003. This program allows measures to be undertaken to provide an improved noise compatibility program to reduce noise and non-compatible land uses.

The Lincoln Airport Authority has assessed the existing and future noise impacts, noise contours for the Airport environment in a *Part 150 Airport Noise Compatible Planning Study*. The Comprehensive Plan will use information from the Part 150 Study to guide land use planning throughout the airport environs.

Strategies: Assess the Existing and Future Noise Impacts

- The Lincoln Airport F.A.R. Part 150 Noise Compatibility Study, completed in 2003 is an approved Subarea Plan of the Comprehensive Plan. Recommendations of the Study should be implemented over time.
- Maintain compatible land uses and zoning within the 60 DNL and 75 DNL noise contour line.

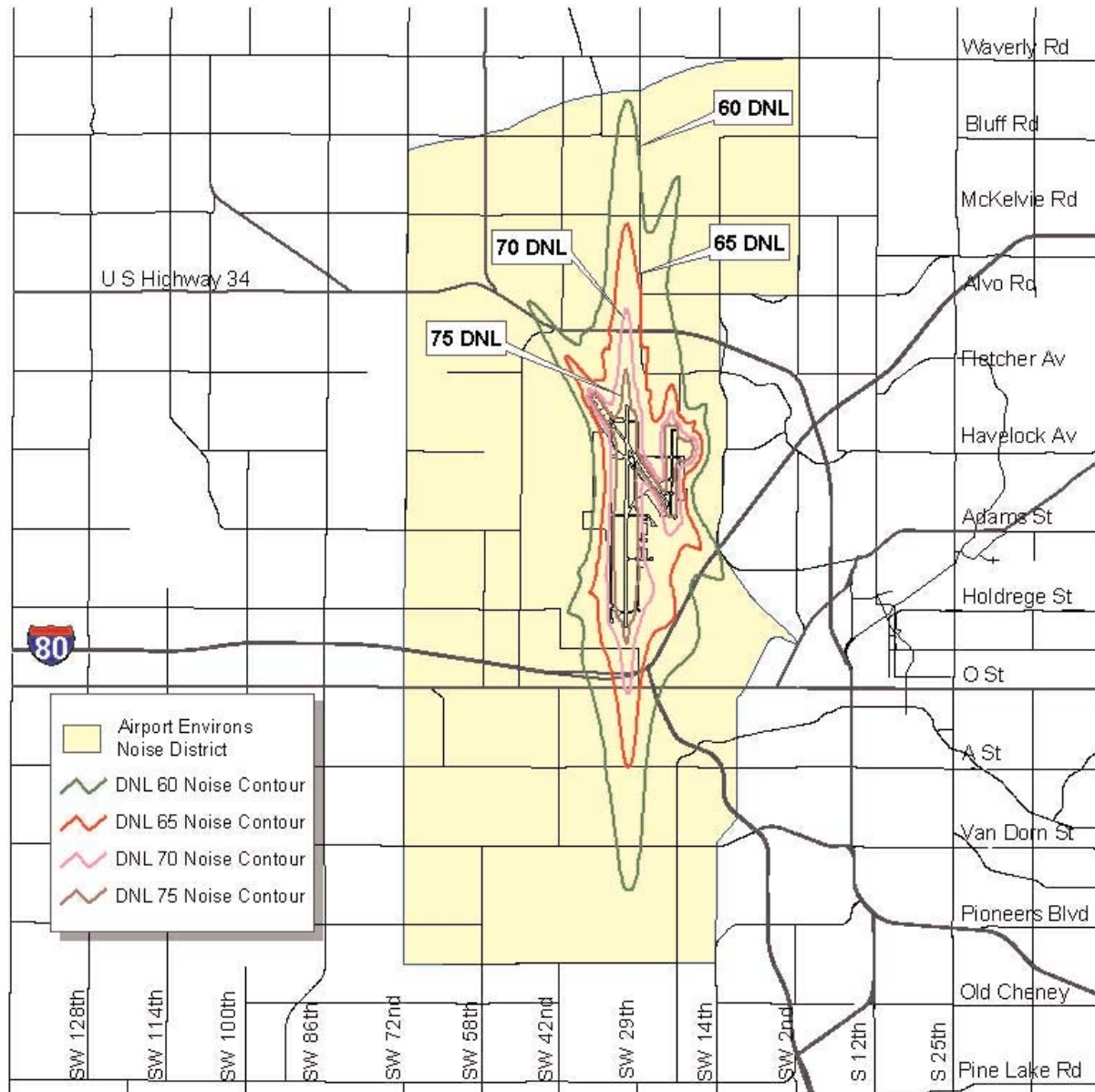
Smaller private airports and airfields are also located throughout the County. Airfields are limited by local ordinance to use by the residents of a single family home with not more than one plane. The Plan encourages a continued monitoring of private air facilities and discourages the location of airfields within close proximity to homes, schools, hospitals or other areas potentially sensitive to noise.

GOODS AND FREIGHT MOVEMENT

Air, rail and trucking are essential components in the local economy and play a key role in the Lincoln Metropolitan Area and Lancaster County transportation system. The Transportation Plan coordinates a multi-modal effort with and between the various modes and the street and highway component of the overall transportation system.

Air, rail and trucking industries are private entities outside the purview of the City of Lincoln and Lancaster County. Future transportation planning efforts should decrease the barriers that prevent the integration of freight interests into the transportation planning process.

The planning process should do more to encourage consideration of specific freight projects, including organizational and procedural issues.



Lincoln Municipal Airport Environs and Noise Contours

Planning Policy Strategies

- Work with Nebraska Department of Roads to take a more pro-active role in analyzing freight flows and proposing specific freight improvement projects for inclusion in State Transportation Improvement Plan (STIP) and local Transportation Improvement Plan (TIP), especially freight projects of Statewide and national significance.
- Work with State and MPO to examine freight flows and issues at the regional trade corridor or trade area scale.
- Establish an MPO freight advisory task force. MPO should consider establishing a freight advisory committee with representatives from all appropriate modes to ensure that projects proposed by the private sector are incorporated into the planning and programming process.
- Institute a “short-range” freight transportation improvement program, listing only small projects that can be completed within 18 months, to narrow the gap between the public and private sector planning horizons.

As a component of the transportation system, freight and goods movement impacts land use. The level of impact intensifies around high traffic corridors and facilities such as rail lines, interstates and highways, airports, pipelines and freight destination areas (i.e., industrial, office and commercial centers). Planning for these elements in order to minimize negative impacts and maximize economy and efficiency requires long range planning.

Land Use Policy Strategies

- Continue the review of existing policies concerning distances (i.e., buffers) between conflicting land uses.
- Encourage the assessment of risk concerning hazardous materials and impact on land uses.
- Enhance access to the external transportation connectors (e.g., Interstate system) in order to minimize impact on existing land uses.
- Enhance the internal transportation routes (e.g. State highway and City arterials) in order minimize impact on existing land uses.

Planning Data and Analytical Tools Strategies

The data and analytical tools to conduct effective local planning are not readily available to MPOs. There are several ways to address this issue:

- Coordinate the purchase of commodity flow data from private sources.
- Develop freight analytical and modeling tools.
- Revise and re-weight project evaluation criteria to give greater recognition of and emphasis to freight projects that advance local, State, regional, and national economic development and trade strategies.

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COMMUNITY FACILITIES

This section reviews the projected status of community facilities during the planning period. This includes the Lincoln City Libraries, public safety (fire services and law enforcement), medical health care, and public buildings and facilities.

URBAN DESIGN

City government uses the volunteer advisory services of an Urban Design Committee (UDC). This is a group of design professionals and interested citizens appointed by the Mayor with the approval of the City Council. The Committee is charged with advising the Mayor, City Council, Planning Commission, city boards, and city departments on the design of city buildings and other public projects, major public/private developments, and any private projects constructed on city right of way or other city property. The Committee's intent is to make sure that new public facilities are exemplary – that they provide functional and aesthetically pleasing facilities for the public, and model good design for the private sector. The Commission also works to publicize and reward good design, private as well as public, through an annual awards program.

The benefits of this free advice would be strengthened by including all public projects under UDC review, just as the Environs Commission reviews projects of all local and state governmental units. LES has brought projects to UDC, and Lincoln Public Schools has used the committee's input on siting communication towers. But the Public Building Commission, which provides facilities for City and County government, does not currently benefit by UDC review, although it is the major developer of local government buildings. Lancaster County, the Railroad Safety Transportation District, the Airport Authority, and other units of local government could all utilize this experienced volunteer board.

PUBLIC ART

Cities also can strengthen their sense of place and positive image through promotion of artworks in public places. The Lincoln Arts Council demonstrated the power of public art through its invigorating "Tour de Lincoln" project and is promoting a downtown "art corridor" on 12th Street. The Arts Council may expand its activities in the future to assist with public art plans for downtown, Antelope Valley, and the city's key entryways.

Lincoln also would improve the design of its public buildings and facilities, and expand its inventory of public artworks, by an early integration of the efforts of artists with architects and engineers on future projects. Cities like Seattle and Phoenix are more interesting places, with a stronger sense of local pride and identity, as a result of their efforts to integrate art in the design of many public construction projects. Most public facilities in Lincoln have been designed without opportunities for artistic expression, or with art added only as an afterthought. Local government should include artists on the design teams for major construction projects from the conceptual stage, and budget to incorporate artistic expression.

LINCOLN CITY LIBRARIES

As the Lincoln City Libraries plan the delivery of information services to the community, it is guided by three principles. First is the mission which has been established for the library system. Second – given that information delivery is so closely tied to information technology – is the state of technology when the demands of the community require an expanded system. Third is the geographic and population size of the community, as well as its physical layout, which are critical to planning library services.



Library services, similar to many other public services, must be provided to the “built community” regardless of how the community grows. Library planners will be carefully observing patterns of growth and development within the community. The intent will be to provide balanced, accessible service to the entire community. Neighborhood and Downtown development, transportation corridors, public school patterns, and the plans of agencies and services with which the public library system might develop partnerships will all be critical to the way in which library services will be provided for Lincoln in the next twenty-five years.

There should be an electronic library initiative among UNL, LPS, other school districts and public libraries in the County and Lincoln City Libraries to establish mutual access via the Internet to digital library assets.

Downtown is the heart of our community, and strong community facilities are essential to maintaining downtown vitality. The main library should remain downtown, where it is pedestrian and transit accessible, serving and linking downtown’s housing, education, government, offices and commerce communities. Keeping the main library downtown is important not only for downtown, but for the surrounding historic neighborhoods and the city as a whole. Any future renovation and/or relocation plans must involve sites that maintain or augment pedestrian and mass transit accessibility and continue the main library’s role as a core community facility in traditional geographic downtown.

PUBLIC SAFETY

FIRE PROTECTION

Lincoln Fire Department



The Lincoln Fire Department anticipates the need for additional fire stations to service the City’s projected expansion during the 25 year planning period.

These new stations would house a variety of “Fire and Rescue” and “Emergency Medical” units. In general the new facilities would be placed in growth areas to the north, east, southeast, south, and southwest. No specific locations have been identified for these possible stations. The Department also routinely monitors the response time of all existing stations. Changing development patterns or other conditions may warrant the relocation of these stations. The relocation of Station No. 11 — currently

located in Lincoln Air Park West — to a site closer to the Arnold Heights neighborhood is being considered to enhance the response time to the area.

Rural Fire Districts

The 17 rural volunteer fire departments will continue to see increasing challenges. As growing population in the small towns, villages, and rural areas, as well as increased traffic, will continue to create demands for fire and emergency services. The physical growth of the City of Lincoln will cause changes to the character of some areas and to the tax base of many districts. An expansion of the requirements to meet the evolving fire needs in the rural areas, such as fire ponds and dry hydrants, should be investigated.



Law Enforcement

The Lincoln Police Department and Lancaster County Sheriff's Office are anticipated to remain as the sole providers of law enforcement services to the city and county during the planning period. The Sheriff's Office will continue to provide contract law enforcement support to the various incorporated towns of the county. The overall increase in population in the city and county will increase the demand for police and sheriff services in the urban, small town, and rural areas.

The opening of the "Hall of Justice and Law Enforcement Center" in the year 2000 placed both operations within a single facility. This renovated facility at 575 South 10th Street in Lincoln is an example of the cooperation exhibited by the city and county in furthering the efficient delivery of governmental services to the community. While future expansion, relocations, or facility rehabilitation to support law enforcement efforts could occur during the 25 year planning period, none are known at this time.

MEDICAL HEALTH CARE

Currently, Bryan LGH West and St. Elizabeth's Hospitals are undergoing significant expansions. The Bryan LGH East campus and Madonna Rehabilitation hospitals also recently underwent major renovations and construction as well. These four campuses, located near existing residential neighborhoods are expected to remain the vital core to health care services in the county and region. It is important to Lancaster County citizens and other surrounding areas to develop Lincoln as a major network of quality regional health care services at reasonable costs.

Hospitals represent one of the highest and most important community service land uses. Further construction on these campuses in the future is likely. Any hospital expansion will need to take into consideration the impact on the adjacent neighborhoods. Hospitals are planning on using parking garages and multi-story construction in order to maximize the use of the land.

The Veterans' Medical Center at 600 South 70th Street was established in 1930. For over seven decades the handsome complex of Colonial style buildings has served veterans throughout the region. The buildings and grounds are eligible for listing on the National Register of Historic Places. The site is an important part of the history of Lincoln and Lancaster County.

The Veterans' Center faces an uncertain future. If the federal government deems that its current hospital use is to be discontinued, then any redevelopment of the site (including the site of the existing residence on the grounds) should

be done in a manner that respects the character of the historic property and adjacent neighborhood.

Another major factor in health care is the expansion of medical office space throughout Lincoln. Recently, new medical office buildings have been constructed in both the southern and northern portions of the city. This trend is likely to continue into the immediate future as the demand for health care services increases as a result of the community's growing and aging population base.

The Community Mental Health Center of Lancaster County (CMHC) operates from multiple service sites around Lincoln, serving mental health needs of persons in Lancaster County. The Crisis Center Program serves all of Southeast Nebraska for emergency protective custody evaluations out of the main site at 2200 St. Mary's Avenue. Continued population increases in Lancaster County and Southeast Nebraska have meant increased demand for mental health services provided both at the main facility and in program satellites.

OTHER PUBLIC BUILDINGS AND FACILITIES

During the time period covered by this Plan, there will likely be a need to construct, renovate, or abandon certain public buildings and facilities not already discussed in this document. At such time as these events may occur, care should be taken by those public officials making these decisions that the Vision of this Plan is recognized and respected. This may include the siting of a new facility, the abandonment of an existing one, the way renovations are undertaken, the manner of financing used to complete the work, the arrangements made for the facility's operation, the process followed in making the decision, and the timing of the action.

Of particular note to local government operations is the Lincoln-Lancaster County Public Building Commission. This entity was established in 1991 to oversee any buildings, structures, or facilities used jointly by the City and County for a public purpose. The Commission consists of five members – two from the City Council, two from the County Board, and a fifth member chosen by the other four members. The Commission currently has responsibility for eleven buildings:

- Old Federal Building
- LPD Building (a.k.a., “233 Building”)
- Hall of Justice
- K Street Complex
- City-County Health Department
- Northeast Senior Center
- Health Annex
- County-City Building
- Election Office Building
- Downtown Senior Center
- LPD North Station

The only immediate plan for new facilities is the construction of a parking facility to service the County-City/Hall of Justice complex in Downtown Lincoln. The facility is anticipated to be located immediately north of the County-City Building on Block 101 (9th to 10th Streets, K to L Streets).

PARKS, RECREATION & OPEN SPACE

The city and county have been favored with a long and distinguished legacy of parks, recreational facilities, and open space. The earliest planners and policy makers recognized the strength conferred upon a community possessing an abundant, quality system of parks and open spaces, along with the support facilities to enjoy them. Built upon Nebraska's landscape and local community traditions, the city and county have inherited a treasured trove of emerald jewels and other riches for present and future generations to savor and cherish.

This section examines the Comprehensive Plan principles that will help guide the further enhancement of the community's parks, recreation, and open space. Specific strategies are discussed regarding community parks, neighborhood parks, community and recreation centers, swimming pools, an ice arena, open space and greenway linkages, and the urban forest.

GUIDING PRINCIPLES

In addition to the ideals embodied in the Comprehensive Plan's Vision, guiding principles intended to help direct the contributions made to the community by its parks, recreational facilities, and open space are as follows:

- It is recognized that parks and open space enhance the quality of life of the community's residents and are central to the community's economic development strategy (i.e., the community's ability to attract and retain viable business and industry is directly linked to quality of life issues).
- Signature landscapes are defined as those areas and natural features that are unique to Lincoln and Lancaster County, and residents and visitors therefore directly associate these areas and features with the identity of the community. Acquisition and development of parks and open space areas should conserve and enhance these areas and features.
- It is important that the community continue to acquire parkland and conserve open space areas commensurate with expanding development and population growth. The responsibilities for acquisition and development of parkland, and conservation of open space must be shared among many cooperating partner agencies and organizations.



REGIONAL PARKS

DESCRIPTION

Regional parks are large tracts of land that encompass special or unique facilities and features that are of interest to the diverse groups throughout the community. Sites offer opportunities for a variety of activities, a portion of which are generally centered around natural or environmental features. There is generally an emphasis on preserving natural landscape features as an important element of park design. Regional parks primarily provide opportunities for day use activities that may include picnicking, hiking, sports, fishing, canoeing and boating, and environmental interpretation and appreciation. Fields and courts for organized sports activities may be secondary uses.

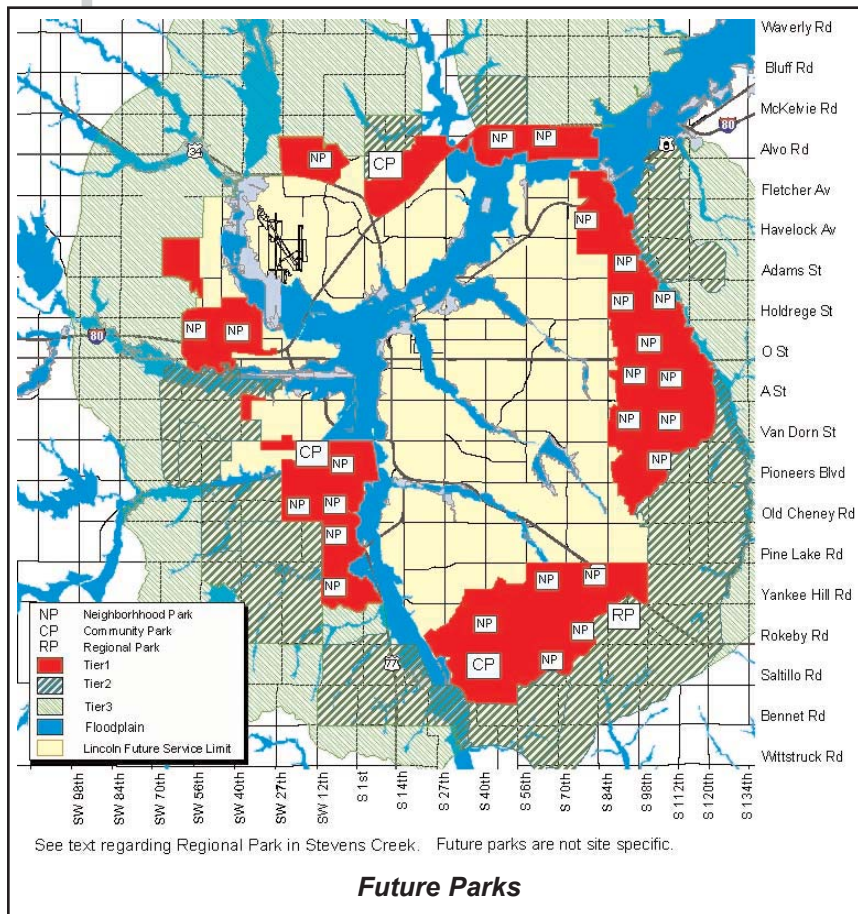
SERVICE AREA

Regional parks provide recreation opportunities of interest to diverse groups throughout the community, and may attract visitors from outside the immediate area.

OTHER LOCATION AND DESIGN CRITERIA

Jensen Park, located southeast of Yankee Hill Road and South 84th Street was acquired with the intent of development as a regional park facility in the future. In addition, acquisition of a new regional park site in the eastern portion of the Stevens Creek Basin is anticipated. Acquisition and development of additional regional parks within the

future urban area associated with Lincoln during the 25 year planning horizon is not anticipated. Rather it is anticipated that the City will work with the Nebraska Game and Parks Commission and the Lower Platte South Natural Resources District (NRD) to provide recreation facilities around the Salt Valley Lakes and other natural resource sites. Ultimately public park areas around the Salt Valley Lakes may gradually transition from management by the Game and Parks Commission to management by the City as the surrounding area urbanizes. Similarly, some sites presently managed by the Lower Platte South NRD may transition to management by the City as the surrounding area urbanizes. Efforts should be made over time to provide trail access to the Salt Valley Lakes and other natural resource sites via connections to the Salt Valley Heritage Greenway and associated tributary stream corridors.



EDUCATION

Quality education is vital to the future of the community as a whole and for each individual. With city and county growth, though, comes the need for additional educational facilities. School districts currently face significant financial challenges in maintaining existing sites, providing for new facilities, and continuing their core goal of providing high quality educational services. Public and private colleges and universities also have similar struggles, as they look for ways to improve their facilities and campuses.

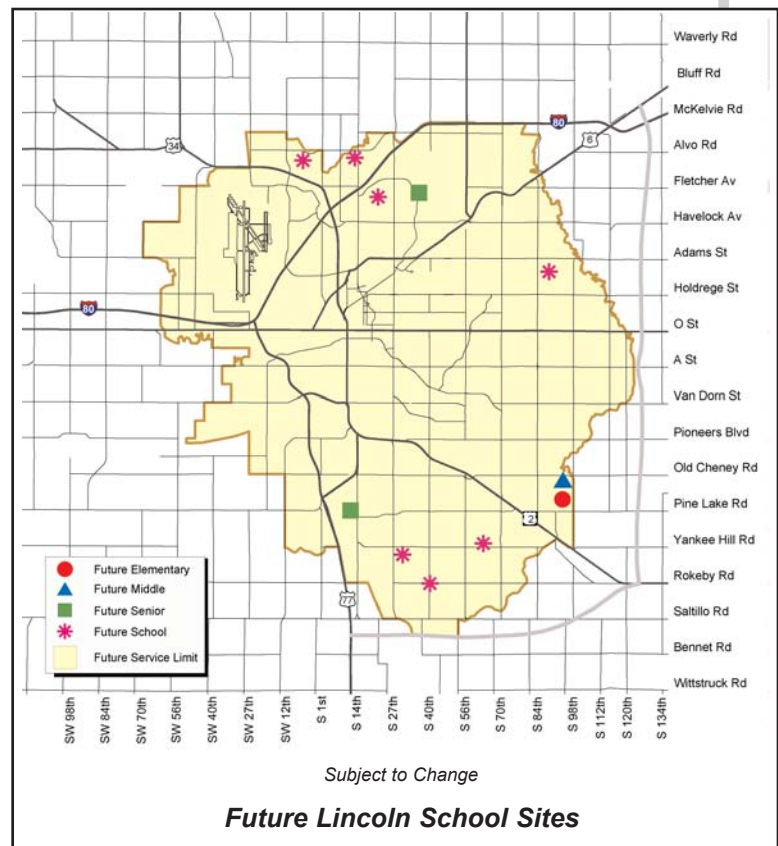
This section looks at the future educational facilities throughout the city and county, including primary and secondary education services, community colleges and trade schools, colleges and universities. It also addresses a series of principles and strategies to be pursued in meeting the community's future educational needs.

LINCOLN PUBLIC SCHOOLS

The Lincoln Public Schools (LPS) has opened two new high schools; Lincoln Southwest, at South 14th Street and Pine Lake Road, in the fall of 2002, and Lincoln North Star, near North 33rd and Folkways Boulevard, in the fall of 2003.

LPS currently owns property for potential school sites that was acquired to support the future development shown in the City-County 1994 Comprehensive Plan. In addition, LPS owns 3 other sites between 84th and 98th Streets in the Stevens Creek drainage basin. Staff from LPS and City departments continue to work together to identify potential schools sites that meet the needs of the present Plan.

Lincoln Public Schools has made a substantial investment in renovating and improving existing schools throughout the Lincoln area. Between 1987 and June, 2000, LPS spent over \$64 million on improvements to 25 older elementary and middle



schools (source: LPS letter, June 2000).

In May 2003 LPS completed a 10 year master plan to address the space needs for renovation and new construction of facilities within the district. The generalized location of future school sites is shown in the “Future Lincoln School Sites” figure. LPS will use the Master Plan as a guide as it annually develops renovation and construction plans. The LPS Master Plan is adopted as an approved component of the Comprehensive Plan and will provide direction for future actions and serve as the basis for facilities planning and improvements.

Numerous schools that were 50 or more years old have received new additions such as library/media centers, gymnasiums, or classrooms. LPS has also been actively removing asbestos and making improvements during renovations such as updating heating and cooling systems. This commitment to maintaining older schools is critical to maintaining the vitality of the surrounding neighborhoods. Schools continue to serve as the heart of many older neighborhoods.

In the past few years, LPS has faced significant financial challenges in funding the operation of existing schools. As the community grows, new elementary, secondary, and high schools will be needed during the planning period. Funding for new schools will be necessary in order to avoid overcrowding existing schools. Several elementary schools built within the past ten years are already at their capacity. With current legislative limits placed upon the building and site fund, the only alternative for funding is voter approved bonds.

RURAL SCHOOL DISTRICTS

There are many challenges facing the 12 public school districts serving residents of Lancaster County.

All face financial hurdles in their ability to serve their students. Several school districts, most notably Rokeby, Cheney, and Waverly School districts will also be impacted by expansion of the Lincoln city limits.

In particular, the small districts of Rokeby and Cheney to the south of Lincoln will be impacted by growth in the next 25 years (Tier I) and it is ultimately shown that their elementary school buildings themselves will be inside the city limits sometime after the first tier of urbanization. The City, LPS and each school district impacted will need to coordinate efforts in the future.

Rural school districts also need to plan to accommodate areas designated for acreage residential development. Acreage residential areas provide additional tax revenue, but also the need for more financial resources in order to provide additional transportation services and educational facilities. Grouping acreage residential areas into predesignated areas allows for rural school districts to be able to plan for adequate transportation and educational services in advance of development.

PPRIVATE AND PAROCHIAL SCHOOLS

The Catholic Diocese has several sites for potential future schools, including schools near 33rd and Yankee Hill Road and 98th and Old Cheney Road. Additional private and parochial schools are also anticipated during the planning period.

While these public and private institutions are governed separately from the Lincoln City Council and Lancaster County Board, there are significant opportunities to work together toward common and mutually beneficial goals.

sewer), and may include specific or general plans for the private financing of improvements to the infrastructure supporting or contributing to the land uses in the annexed area.

The character of existing residential areas should be respected as much as possible during the annexation process. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

Annexation to facilitate the installation of improvements and/or possible assessment districts is appropriate if it is consistent with the annexation policies of the Plan listed above.

Plans for the provision of services within the areas considered for annexation shall be carefully coordinated with the Capital Improvements Program of the City and the County.



Each town in Lancaster County will have their own procedures for annexation.

ON-GOING COMPREHENSIVE PLAN ACTIVITIES

While the Comprehensive Plan may have received formal approval, certain long-range planning tasks remain to be completed or continued as part of the Plan's implementation. These include:

Interagency Cooperation and Coordination – Broad involvement of numerous public agencies and departments were used in the Plan's formulation. The cooperation and coordination of efforts with these groups needs to remain in place during the Plan's implementation.

Joint Planning Commission and Planning Department – The City and County created a joint City-County Planning Commission and a single City-County Planning Department more than fifty years ago. This structure has served the community well over this period. It is intended that this structure remain in place as a means for furthering the implementation of the Plan.

City-County Common – The City Council, County Board, and Lincoln Mayor hold a joint meeting each month to discuss issues of common concern to them. This group is known as the City-County Common. The Common provides a regular opportunity for the elected officials to discuss planning issues of joint interest to them.

MPO Officials Committee and Technical Committee – Through the Metropolitan Planning Organization structure, the Officials and the Technical Committees lend additional policy and technical oversight to the process. These standing groups meet on an ad hoc basis to review, discuss, and approve matters relating to

the area-wide transportation planning process. This includes the annual MPO Work Program, Transportation Improvement Program (TIP), Annual Certification, Long Range Transportation Plan (LRTP) and other related studies and programs.

Subarea Planning – The Comprehensive Plan provides broad guidance for achieving the community’s stated Vision. Putting details to the Plan takes additional effort. One means of doing this is through the preparation of subarea plans. Subarea plans offer greater details about the intended future of an area of the community — including land uses, infrastructure requirements, and development policies and standards. Many of these subarea plans are prepared by the City-County Planning Department, while some are prepared by other agencies and departments. Subarea plans from the previous (1994) Comprehensive Plan carried over as part of this Comprehensive Plan include:

- North 27th Street Corridor Plan, RDG Crose Gardner Shukert, April 1997.
- Antelope Valley Major Investment Study: Amended Draft Single Package, City of Lincoln; May 1998, Updated November 1998.
- Investment Strategy for a Competitive Downtown, Leland Consulting Group; 1999.
- Wilderness Park Subarea Plan; February, 2000
- Stonebridge Creek Development Area at 14th to 27th, north of the Interstate; March 27, 2000.
- Greater Arnold Heights Area Neighborhood Plan; September, 2000.
- Southeast Lincoln/Highway 2 Subarea Plan; March 26, 2001.
- City-County Solid Waste Management Plan, Public Works and Utilities Department and Lincoln Lancaster County Health Department; September, 1994.
- Ground Water Management Plan, Lower Platte South Natural Resources District; April, 1995.
- Consolidated Plan for HUD Entitlement Programs; FY 2000 Urban Development; Lincoln Water System Facilities Master Plan, Public Works and Utilities Department; April 2003.
- Lincoln Wastewater Facilities Plan, Public Works and Utilities Department; March 2003.
- Stevens Creek Watershed Study and Flood Management Plan, Lower Platte South Natural Resources District; March 1998.
- Beal Slough Stormwater Master Plan, Olsson Associates & Wright Water Engineers; May 2000.
- Southeast Upper Salt Creek Watershed Master Plan, 2003.
- Lincoln Public Schools Comprehensive District Master Plan; May 2003
- North 48th Street/University Place Plan: Neighborhood Revitalization & Transportation Analysis, 2004
- Lincoln Airport F.A.R. Part 150 Noise Compatibility Study, 2003

As part of the Annual Plan Status Report process, the Planning Director should complete a yearly review of all subarea plans that become five years of age and older. This review would be for the purpose of determining the continued viability and relevance of those subareas plans to the Comprehensive Plan and the long range planning process.

As part of the first Annual Review Status Report of this Plan, some of the older studies that are not included as part of this Plan but for which updating consideration might be given include: 1989 Lincoln Area Trails Master Plan (w/1992 Supplement entitled State of the Trails Report); 1992 Mo-Pac East Recreational Trail Master Plan; 1987 Woods Park Neighborhood Plan; 1990 Downtown Housing Plan with 1994 Update; and, 1996 Downtown 2001: Heart of the City Plan.

Human Services Planning - Explore points of common concern and emphasis between the long range land use Comprehensive Plan and the community’s long range health and human services Community Services Implementation Plan (CSIP). Enhancing the coordination of these two endeavors should be initiated and completed within two years from the adoption of the Comprehensive Plan.